

25X1

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SECURITY INFORMATION

COUNTRY East Germany

REPORT

TOPIC Association for Sports and Technics.

EVALUATION

PLACE OBTAINED

25X1

DATE OF CONTENT

DATE OBTAINED

DATE PREPARED 3 November 1953

REFERENCES

PAGES 2 ENCLOSURES (NO. & TYPE)

REMARKS

This is UNEVALUATED Information

25X1

1. In July 1953, the Association for Sports and Technics (GST) received from Czechoslovakia two-seater glider planes designated                      planes on which the following data were obtained: 25X1

Wing span: 13.5 meters  
 Span-chord ratio: 1 : 9  
 Length: 20.2 meters  
 Net weight: 236 kg  
 Load: 180 kg two seater  
           90 kg single seater  
 Maximum speed: 80 km/h

A GST glider school was located in Ballenstedt/Harz.<sup>1</sup>

25X1

2. After the June riots in East Germany, the GST training program was temporarily discontinued. By the end of July, however, the weekly training program for aviation was resumed at Cottbus. Students were required to pass theoretical examination before flying practices with take offs by means of a winch. By late September 1953, the aviation branch, which also included training as instructors of former motor- and glider plane pilots performed intensive training. Instruction magazines were available only after 17 June 1953.
3. The GST glider schools in East Germany included a Class A school at Niederlehre, south of Berlin and a Class A and B school at Neuhausen near Cottbus. Fritz Rothmann, who lived at Kolkwitz near Cottbus, was director of this school. His deputy was Schuebler (fnu). Class A, B and C schools were located at Martin near Anklam, Schoenhagen-Trebbin, Laucha near Weissenfels and in Ballenstedt/Harz.<sup>2</sup>
4. In August 1953, the GST training program was resumed at an increased rate. Between 28 and 30 August, competitions for the championship of airplane models were held in the Erfurt area. VPL officers acting as supervisors and Soviet civilians were seen at these events. Three new glider planes from Czechoslovakia were taken over during the festival. They were towed by Po-2s piloted by Soviet officers. The students of the glider schools at Laucha and Schoenhagen-Trebbin wore uniforms. In addition to aviation training the program also included motor training and radio training.                                      the GST central committee, pilot licenses for glider planes issued at glider schools between 22 February and 15 June 1953 included: 25X1

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25 YEAR RE-REVIEW

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- 2 -

Class A licences issued to 636 students  
Class B licences issued to 318 students  
Class C licences issued to 264 students  
an L-1 licence for 196 instructors.

These figures did not include examinations absolved after weekend training and training at air bases.

1. ☐ Comment. Since they are presumably not manufactured in East Germany, glider planes have to be imported from Czechoslovakia. In late July 1953, 15 gliders were allegedly given to the VPL at Cottbus. It is possible that these planes were turned over to individual groups of the GST. ☐ 25X1
2. ☐ Comment. Additional glider schools are located at Gross Rueckerswarde near Chemnitz, Rhinow/Westhavel and Borkheide. ☐ 25X1
3. ☐ Comment. The number of examinations absolved indicates the intensity of the glider training. The June riots in East Germany apparently interrupted the training program for a short period. ☐ 25X1

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